

Dr. King's Dispensary

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TUESDAY, MAY 14, 1907.

"Our fathers' God, to Thee,
Author of liberty,
To Thee we sing:
Long may our land be bright
With Freedom's holy light;
Protect us by Thy might,
Great God, our King."

The Tie of Two Nations.

We have been wondering whether or not, when the first settlers landed at Jamestown on May 13th, 1607, they found such glorious weather as was enjoyed by those who met on the same spot yesterday to celebrate the tercentenary anniversary of that notable event. If so, the republic was born without a shadow and in sunshine as glorious as nature is capable of making. Yesterday's weather must have added to the inspiration of the occasion and the inspiration of the orators. It was a glorious day and a glorious celebration; and all Virginians present realized, as never before, perhaps, since the war, that the Old Dominion, the Mother of States and of Presidents, is soul and body an integral part of the nation.

It was a great family reunion of the Anglo-Saxon race, with Ambassador Bryce to represent the Mother of the Colonies and to bring a greeting of love and good cheer to her daughters, now multiplied in numbers and developed into mature womanhood. In spite of the War of the Revolution and the War between the States, all thoughts of strife were put away, all bitterness buried in oblivion, and these representatives of a common race, these men and women of the same blood, joined hands in true affection and blessed the tie that binds.

As for England, she has cause to be proud of her children, and cause again to be grateful for the lesson they taught her. "Arbitrary measures like these," said one of our evolutionary orators, "have cost one King of England his life, another his crown, and they may yet cost a third his most flourishing colonies." And so they did; but England took the lesson to heart, altered her policy, and by her tactful course thereafter bound her colonists to her with ties as strong as those which bound her own sons and daughters at home. In this way her weakness became her strength. Mr. Bryce was most gracious in his acknowledgments, and before the day was over he must have realized as never before that he was among his own kindred and felt the force of the saying that blood is thicker than water. His speech was in excellent taste and temper, and his tribute to our Jefferson, our Marshall and our Lee was inspired by the sentiment of a broad-minded nobleman, whose recognition of nobility of character, wherever it may be found, is an instinct.

In more general terms he said that "the connection which must ever exist in history between the British and American nations will never be forgotten, and will contribute to increase and foster ties of affection between the two peoples."

It is a fair speech and true. These two great nations of common origin have a common mission and a common purpose, and together they will work until the Anglo-American idea shall have spread with the Christian religion over all the earth.

The Source of Incentive.

One of the most interesting articles in The Times-Dispatch of Sunday was the description by a staff correspondent of the model farm of the Norfolk and Western Railway Company near Ivor Depot, Southampton County.

"Now, be it understood," said our correspondent, in conclusion, "the Norfolk and Western Railway Company has not one foot of land for sale; it is not in the real estate business; it has not established this farm with a view of going in the real estate business. It simply believes that its line runs through the best agricultural section of the world—a section which, if properly developed, will be a gold mine to the road in the matter of increased freights, the only thing the road has to sell. To lead up to that kind of revenue the company is experimenting, and in so doing it is doing a work for Virginia that in the end will prove a blessing, the value of which is beyond computation."

That is a demonstration farm in more than one sense. It demonstrates

that Southern railroads are interested in the development of the country through which their lines pass, for everything which they do in that direction adds to their own revenues. But suppose the State should decree that the Norfolk and Western must not earn but six per cent. on its stock, and suppose, when the decree went into effect, the company was already earning six per cent. Is it probable that it would operate any more model farms? Is it probable that it would exert itself further in the direction of development? What incentive would it have? And incentive is the mother of enterprise. Put a limit upon the earnings or earning capacity of any man, and you strike at the source of all human endeavor.

But more, in developing the country which they traverse the railroads must develop themselves. Increased traffic demands a larger equipment, more track and all that. This cannot be paid for out of current earnings, and the railroads must sell securities, or borrow. At present they are finding it difficult to do either, owing to hostile sentiment and hostile legislation. In discussing the financial plan of the Union Pacific Railway Company, lately announced, the financial editor of the New York Herald says:

"Despite the speculative and somewhat misleading feature of the Union Pacific plan there is really little basis for criticism upon that score. In fact the present plan of the company is practically unassailable, when the Southern Pacific itself confesses to its inability to market three instalments of Central Pacific notes due the government, aggregating \$8,822,000, and when the guarantee of a road of as high credit as the New Haven, or the Providence Securities Company, does not admit of a higher price than \$8 for a fifty-year 4 per cent. bond, corporation managers are forced to meet conditions and make their issues attractive. If they did not so make them they could not sell securities or obtain money at all, and it is notorious that many corporations are in precisely that situation."

That is not an argument. It is a statement of fact by a newspaper man. What do the people think of it? Is it policy to harass the railroads with legislation to such an extent as to take away the incentive to development, or to make it impracticable for them to raise money to improve their overtaxed facilities? When demagogues rant, let the people consider the facts; for such facts as these concern not the railroads alone—they concern the people themselves.

Mr. Bryan's Radicalism.

Senator Rayner, of Maryland, publishes in the New York Herald some comments on Mr. Wm. J. Bryan's platform, which should be read and pondered by Democrats in all parts of the nation, especially in the South. His comments are based on a discussion which has been proceeding for some time past between Mr. Bryan and Senator Deveridge, in which, as Senator Rayner points out, Mr. Bryan has gone a bowshot in the direction of Federalism beyond anything proposed by Mr. Beveridge in his child labor bill.

Under the title of "A New Law Necessary," Mr. Bryan states the following proposition:

"While Congress has no power to interfere with State corporations so long as they confine their operations to the State of their origin, it is within the scope of the powers of Congress to prescribe the terms upon which a corporation organized in any State shall engage in interstate commerce."

Senator Rayner replies that in all the debates in Congress on the railroad rate bill and kindred measures, he never heard the proposition stated as broadly as that. Why not substitute the word "individual" for "corporation," asks Mr. Rayner, "and make Mr. Bryan's proposal read as follows:

"While Congress has no power to interfere with individuals so long as they confine their operations to their own State, it is within the scope of the powers of Congress to prescribe the terms upon which they shall engage in interstate commerce?"

The word corporation, explains Mr. Rayner, "has no significance attached to it, because the commerce regulation clause in the Constitution does not speak of corporations, and there is no distinction between corporations and individuals thereunder; and the separation that Mr. Bryan makes between individuals and corporations in the last paragraph of his article is not one that is recognized under the commerce clause of the Constitution. This proposition, therefore, carries with it the child labor bill; and why should Mr. Beveridge wrangle over this construction with Mr. Bryan when he himself the author of the child labor bill, which has been pronounced unconstitutional by a Republican committee of the House of Representatives?"

Mr. Rayner then makes reference to Mr. Bryan's proposal that it be made unlawful for one corporation to own stock in another corporation, or for any man to serve on the directorate of more than one corporation, and then considers what he regards as the most extreme proposition of Federal interference and centralization which Mr. Bryan has made, to-wit: a Federal statute providing for an interstate license and forbidding a State corporation to do business outside of the State of its origin without securing such a license. "The license system," says Mr. Bryan, "would enable the government to impose any reasonable conditions, and the most effective condition would be one arbitrarily fixing the proportion of the total product that the licensed corporation would be permitted to control."

Mr. Beveridge has said that the last evil of the trusts is the purchase and control of newspapers, and for this he sees no possible remedy in legislation. "But why not," asks Mr. Rayner, "if Mr. Bryan's views are correct? Why could not Congress, under this clause, regulate corporate take-overs of newspapers of the country?"

In their transit from State to State, these newspapers are ruined by the action of the courts, upon which they may circulate and the

maximum amount of their circulation? Why could not Congress, in pursuance of the principle embodied in the child labor bill, provide for an inspector or a censor in the newspaper offices of the country, to prohibit the publication of any article that, in the language of Mr. Beveridge, makes a target of either Mr. Roosevelt or Mr. Bryan or any other public man? If we intend to annihilate the reserved rights of the States, why should we hesitate about the liberty of the press guaranteed by constitutional amendment?

In summing up, Mr. Rayner says: "What would be the result if we would incorporate in our platform the recommendations that Mr. Bryan upon different occasions has so earnestly contended for? What are they?"

"First—Ultimate ownership by the government of all the interstate railroads of the United States."

"Second—The initiative and referendum."

"Third—Congress to have the right to arbitrarily fix the total product of all interstate corporations, quasi-public, private, and to destroy their business, if they transgress the congressional limit."

"Fourth—The supreme power of Congress to prescribe the terms upon which all interstate commerce shall be conducted, and whenever Congress (which, of course, means the dominant party) conceives it to be against public policy, it shall have the right absolutely to prohibit commercial intercourse between the States upon the interdicted article (as is fully exemplified in the provisions of the child labor bill)."

There is the Bryan program in its nakedness. It is Federalism that would shame Hamiltonianism "as daylight doth a star." It is Federalism beyond anything that Theodore Roosevelt has proposed. And yet it is said that the South, the home of the doctrine of States' rights, will be sold for Bryan in the next national convention. We do not believe it.

The Temperance Movement.

Mr. J. W. West, field secretary of the Anti-Saloon League, sends us the following:

"Anent your editorial on May 6th, under the caption, 'Temperance vs. Politics,' you state 'there are forty-seven dry counties in Kentucky,' when there are about ninety-six dry counties in Kentucky, twenty-six dry counties voting dry in five and one-half months."

"They have county option, which enables the rural districts to override the vote of large towns in the counties when necessary."

"Kentucky has had so much to bear concerning the liquor question in the past, I am confident that you wish to do her justice."

We are glad to do Kentucky full justice, and also the Anti-Saloon League. That organization has developed along the lines of good sense and conservatism, and has never tried to force legislation ahead of public sentiment. It has been temperate in all things, and it has not meddled. The Times-Dispatch, as an advocate of temperance, has great respect for the Anti-Saloon League, and it is a force that must be reckoned with.

Step Lively, Please!

Many Richmonders take their conservatism to the street cars. They get aboard as deliberately as though they were going to bed, and they are equally conservative and deliberate when they get off. In plain terms, they are so painfully slow in their movements as to give active persons the fidgets. Some of them even stop to finish a conversation before entering or leaving the cars.

To all such we say, Please step lively! If you have plenty of time at your command, remember that other folks are busy, and their rights should be respected. No man or woman has the right to delay a street car unnecessarily.

This year there will be many visitors in the city, and that is the greater reason why street car passengers should expedite travel and make an impression.

Step lively, if you please.

The Charlotte Observer of Sunday carries a two-page advertisement of "The only doctor for the liquor habit on earth," concluding with the following suggestive language: "Wire for rooms. We're full." That's very frank, doc; how is it with the patients?

"Houston continues to be a shade the best town in the United States," gurgles the enthusiastic Post of that city. It's a great shame that our Texas editors had to quit traveling when the railroads cut out the pass.

His name is Alfonso Pio Cristobal Eduardo Francisco Guillermo Carlos Enrique Eugenio Fernando Antonio Vennuelo—but it is a safe gamble that his English mother will address him as Toots.

Here's hoping that General Karol may never again have anything more formidable to attack than a line of well-ordered menus!

Possibly the reason that the Hughes boom grows so enormously is that the proprietor of it doesn't care whether it does or not.

A Chicago preacher says that hell is a pocket edition of Chicago. Nevertheless, parson, most of us would rather go to Chicago.

There is talk of making Alamo-Lorraine into a duchy. As it is generally recalled, it used to be a trenchy.

Senator Platt announces that he will not run for re-election, which eliminates his last supporter.

Now, Charleston should arrange to sell those nice schuetzenfests of hers by mail.

Ohio has not yet got her peace on straight.

Little pitchers get long cheeks.

Forecasting weather, all right.

Act of a Public-Spirited Man.

Atlanta At-Whet did you plug the

hookworm in the West? He was a harmless

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